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CLASSIFICATION AND ADMINISTRATION OF AUTOMOBILE ROADS IN THE USER

Classification

All the automobile roads of the Soviet Union are divided into classes, depending upon their importance within the state (state classification) and upon their technical character (technical classification).

State classification is the division of automobile roads according to their importance in the national economy on the basis of their economic, administrative and political, and defense value.

The economic importance of roads is determined by the: (a) geographical location of the road; (b) relative importance of freight traffic in the general economy of the country; (c) density of freight traffic; and (d) character and type of traffic.

The administrative and political importance of roads is evaluated according to the characteristics of the conters joined by them such as: administrative, industrial, cultural. newly-populated districts, resorts, etc.

The defense value of roads is determined by their role in the system of defense, established by the Ministry of the Armed Forces.

On the basis of the above-listed three characteristics, all the automobile roads in the USER are divided into six classes, shown in Table 1.

Technical electification is the division of automobile roads into classes with definite technical standards which are based on technical and economical criteria. Besic technical and economical eriteria for the technical classification of automobile roads are: (a) estimated spaced of traffic: (b) width of the read's basic elements (ground foundation, traffic lanes, shoulders); (c) loading and clearance of artificial constructions (structures); and (d) width of the safety some.

Other technical criveria. such as construction and type of surface are determined by computing the load of traffic and presence of local materials. The range of visibility, the longitudinal grade and the radii of horizontal

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and vertical curves are dependent upon the estimated speed of traffic.

Automobile roads in the USSR are divided into five technical classes, according to their technical and economic criteria, as shown in Table 2.

Technical classification of newly-constructed or repaired roads is made by an organization, which assigns the experiments, or approves the project, and classifies the road as to state classification. Departmental roads, which are public roads are classified in a cartain technical class in accordance with road organizations, not lower than the oblast scale. In selecting the technical class of a road, it is necessary to study the economic criteria (rate of traffic).

A road may be built or reconstructed along its entire length under one technical classification; on the other hand, various sections may be built under different technical classifications, depending upon the topography of the district, the technical and economical criteria and the conditions of its use.

The opends indicated in Table 2 are estimated for determining the corresponding widths of shoulder traffic lane, and roadbed under normal conditions. In certain, especially difficult sections in mountainous districts, and within populated areas, estimated speeds may be lowered with the permission of the authority approving the project. The same authority establishes the minimum length of these sections.

When clides are possible, or when broken-down cars are parked along the road, or when laying the ground foundation (roadbod) is difficult, the widths indicated in Table 2 (in mountainous or populated aroas), and the widths of saculders for Class I or II roads, may be lowered to one meter. For Class II, to V roads up to 0.5 meter, the corresponding minimum width of the roadbed, may be: Class I roads, 14 meters, or 2x9 meters; Class II, 9 meters; Class III, 7 meters; Class IV, 6.5 muters; and Class V, 5.5 meters. The type of surface for each class of road is determined on the basis of stress and speed of traffic.

B. Administration

The administration of automobile roads of Union importance is carried out by the Main Administration of Surfaced Roads (Gushosdor) of the Ministry of Internal Affairs USSR. Other roads are managed by the various responsible authorities, the main road administrations in the Soviets of Ministers of the Union Ropublics with the exception of state roads belonging to specific enterprises and farms.

The system of administration and operation of the security and inspection service for repair and upkeep of roads is shown in Table 5.

The lengths and calegories of rold sections (DU) on the roads of the Gusbosdor system are determined by estimating the volume of traffic on the roads and the types of surfaces (Table 4).

In especially important sections (approaches to large cities, mountainous areas, surface widths over 6 meters, etc.) the length of the section is shortened but not by more than 25 percent, at the same time its category is raised.

The length of road stretches is also dependent on the type of surface and rate of traffic (Table 5).

In road widths over 7 meters in mountainous districts, in approaches to large cities, etc., the length of the distance is diminished, but not by more than 25 percent. Bridge stretches are determined in bridge lengths over 500 meters.

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The length of maintenance strips (by-passes) on improved roads 1s 3-4 km. on stone surface roads 4-5 km, and on ground surface roads 5-8 km.

At present the organizational breakdown within the Gushosdor operates as follows:

Building control -- for each independent objective.

Building regions -- for 30-70 km of road, depending upon the size and complexity of the work.

Stretch -- 10-20 km of road, depending upon the size and type of the werek.

Foremen's selections -- 10-15 km of road, or separate, large, artificial constructions.

Table 1. State Classification of Roads

State Roads (Roads of Union importance)

- 1. Roads joining centers of Union republics or especially large industrial and cultural centers of the USER
- 2. Roads, joining economic regions of Union importance, or their administrative centers, between which there is a heavy freight or passenger traffic for controlling a given territory or for further development of a network.
 - 3. Basic network of roads important to defense.
- 4. Roads joining resorts of Union importance, and connecting them with railroad stations and piers.
- 5. Roads serving international trade exchange and passenger traffic, and connecting large centers of the USSR with large centers of neighboring states.

Republic Hoads

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- 1. Rouds connecting main administrative, cultural, economic, and political centers of autonomous republics, kray, and oblast with the centers of a Union republic and with each other.
- 2. Roads serving freight and passenger traffic between points, located in different autonomous republics, kray, and oblast, and because of their character and heavy traffic having special economic importance for the Union republic.
- 3. Roads connecting centers of extracting and processing industry, and connecting resorts of importance to the entire Union republic with the nearest railroad stations and piers.

Oblast Roads (Includes kray, autonomous republic, etc.)

1. Roads connecting rayon centers with the center of their own autonomous republic, kray, or oblast.

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- 2. Roads serving traffic between points in different rayons, and which, because of their character and heavy traffic, have special economic importance for the autonomous republic, rayon, or oblast.
- 3. Roads connecting centers of extracting and processing industry, base storage points, rescrite, senstoriums which are important to the whole autonomous republic, kray, or oblast with the nearest railroad stations and piers.

Rayon Roads

- 1. Roads commercing rayon centers with each other and with village scylets.
- Roads, having a special economic significance for the rayon because
 of their nature and heavy traffic.
- Roads connecting machine-tractor stations, machine-maintenance points, and storage points with rayon centers, railroad stations, and piers.

Village Roads

Roads commecting villages, sowhoz, and kolkhoz with each other and with village sowiets and machine-tractor stations and machine-maintenance points with interior storage points.

Departmental Poads

- 1. Roads of interior economy, passing through the territory allotted to an enterprise (plant, sowkhoz, storing point, oil base, etc.)
- 2. Roads connecting enterprises with the general network of scade and primarily serving the needs of the enterprise.

Table 2. Technical Classification of Hoads (Planned)

Technical Classification					
Technical and Economical Criteria	I	II	m	IV	Y
Estimated speed, (km/hr) Width of the shoulder, (m)	120 3	100 2,5	&u 2. 5	60 2.5	40 20
Width of the traffic lane, (m) Width of ground foundation (readbed)	2x7	7	6	5.5	4.5
(m)	2713 or not less then 23 m	12	11	1(8-5

Estimated Loading of Artificial Structures:

a Metal, reinforced concrete, at stone	nd N-13 and N-60	N-15 and N-60	M-60	п-60	N-60
b Wooden			N-8 and N-30	N-8 and N-30	N-8 ed 4 N-30
Bridge Clearances					
a Normal	2x G-7	Q-7	0-6	0-6	e.
b Widened	#	UG-10	UG-9	10G-8	*

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* Not standardized according to the given classification

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T	echnical Standards	11. 11. 18 1 1 1 1.	Tochn	ical Clas	ssificatio	*. ***********************************
	Radii of Curves in Hori- zontal Planes (in m).	I	II	III	IA	٧
b. 1	Recommended Sanic estimate Minimum	2,400 1,600 500	1,600 800 300	1,000 400 200	500 180 80	20 45 25
2.	Longitudinal Grade (in %)	, a H	ta or			
b. 1	Maximum Exceptional Same for train traffic	3 4 4	14 5 4	5 6 5	7.5 6	7.5 9 6
3.	Visibility Range (in m)				4.5	
	On : plane In profile	160 160	150 75	90 45	50 25	30 15
4. 1	Redii of Vertical Curves	(in m)				
-	Concave not less then Convex within the range	2,500	1,000	600	250	60
:	from to	2,500 10,000	1,000 2,500	600 1,000	250	60

Table 3. Organization of Road Administration

Ro	adr of Union Importance		ds of Republic, Oblast, and ayon Importance
1.	Main Administration of Surfaced Roads of Ministry of Internal Affairs USSP	ı.	Hain Road Administrations Glavdor- upry of Soviet of Ministers of Union Republics
IIa.	Administrations and sections of hard surface roads (Ushosdor and Oshosdor), of the Ministries I:terral Affairs of the Union and Attonomous Republics, and administrations of these ministries in any and oblast.		Road administrations of the Soviets of Ministers of Autonomous Republics
ID,	Administrations of separate roads (Uproder)	IIb.	Road sections of oblast and kray executive committees
m.	Read sectors	ma.	Hoad meeticos
		IID.	Rayon and village roads
ĮV.	Stretches of read and bridge foremen	IV.	Stretches of road and bridge fore-

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V. Maintenance tours, ferry crossings, V. Maintenance tours, ferry crossings,

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Table ". Categories of Road Sectors

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Category	Vo Un	ol of Traffic Lits (24 Eng)	Types of Road Surfaces	Road Sectors (km)
1	(a)	Over 500	Not less than 80% of roads with stone surface	100-200
	(p)	Less than 500	More than 50% of reads with finished surface	
- II	(a)	From 300 to 500	Regardless of type of surface	150-250
	(b)	Lers than 300	Not leas than 60% with stone surface	
ш		jess then 300	Mainly ground	180-300

Table 5. Longth of Stretch

Type of Surface	Vol of Traffic Units (24 Hrs)	Length of Stretch (km)
some and finished, with 7 m-width	0rex 500 500-501 Up to 500	20 2 5 30
Ground, regardless of width of surface	Over 150 Up to 150	35 40

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